



U.S. Diplomats Meet with EP-3E Crew in China, Release Date Uncertain

By Journalist 1st Class Joseph Gunder, Navy News Service

WASHINGTON (NNS) — U.S. diplomats met with the crew of the disabled EP-3E Aries aircraft on April 3, three days after it made an emergency landing on the island of Hainan off the southeast coast of China following a collision with a Chinese F-8.

Reports indicated the crew of 24 is in good health and has not been mistreated. However, China has said it has no intentions of releasing the crew for the time being.

The E-P3E was on a surveillance mission off the southern coast of China when it was shadowed by two supersonic Chinese F-8s (similar to Air Force F-16s). The jets flew dangerously close to the E-P3E, and one of them collided with its left wing before plunging into the Pacific. Neither the pilot nor the wreckage has been found. Chinese authorities have refused U.S. assistance to locate the downed pilot or the aircraft.

The EP-3E was forced to declare an in-flight emergency, radioed a distress signal over an international frequency and made for the nearest land, the Chinese-owned Hainan Island, more than 70 miles away.

After landing, the last message that was heard was that everyone on board was safe and the Chinese requested the plane's engines be shut down.

The squadron is from Fleet Air Reconnaissance Squadron 1, based at Naval Air Station Whidbey Island, Wash.

The EP-3E Aries II is a long-range, four-engine turboprop reconnaissance aircraft that uses the same type airframe as the Navy's P-3 Orion. The aircraft contains sensitive high-gain antennas and receivers, and can listen to a wide range of electronic emissions from deep within a targeted territory. More information about the EP-3E Aries aircraft can be found at <http://www.navy.mil> under "fact file."



A U.S. Navy EP-3E Aries II maritime patrol aircraft, similar to the one in this undated file photograph, was involved in the recent midair collision in international airspace with fighter aircraft from the Republic of China. U.S. Navy File Photo

Rep. Norm Sisisky Dies, Strong Advocate of Naval Power

By the Navy News Service

WASHINGTON (NNS) — U.S. Representative Norm Sisisky, a senior member of the House Armed Services Committee and strong supporter of naval power, died March 29 at his home in Petersburg, Va., only two days after surgery for lung cancer. He was 73.

The 10-term congressman was a strong advocate of Navy shipbuilding and his position in Congress gave him considerable leverage that greatly impacted the quality and strength of the U.S. Navy. His 4th Congressional District stretched from the North Carolina border northward and contained Navy bases in the Norfolk and Hampton Roads areas.

"We in the Department of the Navy were deeply saddened to learn of the death of a patriot, shipmate and great friend, Congressman Norm Sisisky," said Robert B. Pirie Jr., acting Secretary of the Navy. "His lifetime of service— as a World War II Sailor, a five-term delegate to Virginia's General Assembly, and 10-term congressman — made our country and the world a better place. He was a consensus builder who placed this country's security and prosperity above all other considerations. Norm Sisisky will be deeply missed and we are diminished

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CNO Reenlists Hawaii Sailor

By CNO Public Affairs

KANEOHE BAY, Hawaii (NNS) — Chief of Naval Operations, Adm. Vern Clark, continues to take the message of his “Top Five” priorities for the Navy to the fleet.

During a recent trip to the West Coast, Pacific Northwest and Western Pacific, Clark found an opportunity to address his number one priority, manpower, himself.

While transiting through Marine Corps Air Facility Kaneohe Bay, Hawaii, Clark jumped at the chance to participate in a reenlistment ceremony.

Aviation Machinist’s Mate (AD) 1st Class Ken Parker, the unsuspecting reenlistee, anticipated a small informal gathering for the event. To his surprise, in walked the CNO.

“It’s an honor to take part in this ceremony,” Clark said. “It is so great when people decide to stay with us.”

Lieutenant Kevin Ferguson, the squadron’s maintenance material control officer and Parker’s reenlisting officer, stepped aside as the CNO administered the reenlistment oath.

After the oath of office, Clark stressed to Parker the importance of this step in his career, and congratulated him on his commitment to continue service in the Navy.

Clark also reminded Parker that he, as a first class petty officer, is a leader, responsible for the personal and professional growth and development of the people assigned to him, the same statement Clark recently made to the Navy’s commanding officers fleetwide.

“This was a big surprise,” Parker said. “I didn’t expect this. It’s a real honor.”

Parker, a native of Memphis, Tenn., is in his 14th year in the Navy. He received a 2000 Navy League Award, is president of the First Class Association, and presently works as a maintenance control coordinator, a qualification normally reserved for chief petty officers.

“We are very proud of AD1 Parker,” said Cmdr. Joe Rixey, commanding officer of Special Projects Patrol Squadron 2 “This was a great event.”

Enterprise CVBG, Kearsarge ARG Complete JTFEX 01-2

By Air Force Staff Sgt. Karin Wickwire and Marine Corps Cpl. Mike Vrabel, JTFEX 01-2 Public Affairs

NORFOLK, Va. (NNS) — More than 26,000 U.S. military and NATO personnel successfully completed Joint Task Force Exercise (JTFEX) 01-2 on March 25. The exercise, which took place in the waters off the U.S. East Coast and the Caribbean Sea, began March 16 and included the USS *Enterprise* (CVN 65) Battle Group (CVBG), USS *Kearsarge* (LHD 3) Amphibious Ready Group (ARG) and 18 NATO ships from Germany, Belgium, The Netherlands and other countries. It also included the 24th Marine Expeditionary Unit, as well as ships from Destroyer Squadron 28.

Air Force participation included two E-3B AWACS aircraft from Tinker AFB, Okla., eight F-15E aircraft from Seymour-Johnson AFB, N.C., four F-16CJ aircraft from Shaw AFB, S.C., one RC-135 Rivet Joint aircraft from Offutt AFB, Neb., two B-52 aircraft from Barksdale AFB, La., and one E-8 Joint Stars aircraft from Robins AFB, Ga. Ships of the Standing Naval Forces Atlantic also participated.

The exercise was scheduled by the Supreme Allied Commander, Atlantic, and Commander in Chief, U.S. Joint Forces Command, Gen. William F. Kernan, and was conducted by the Commander, Striking Fleet Atlantic and U.S. 2nd Fleet commander, Vice Adm. Michael G. Mullen.

The Joint Task Force Exercise, usually conducted every five months, was designed to prepare U.S. joint forces for future forward-deployed operations. It also serves as the final certification opportunity for U.S. carrier battle groups and amphibious ready groups before deployment. It included 50 ships and military personnel from the U.S.

Navy, Army, Air Force and Marine Corps, as well as more than 2,000 allied personnel.

During the exercise, forces were faced with a quickly developing scenario in the fictional nation of “Kartuna.” A neighboring state called “Korona” threatened invasion, and coalition forces were called in to either deter hostile action, or defeat the Koronans should hostilities occur. The scenario stressed the ability to react to high-threat environments requiring air, naval and ground operations. They incorporated surveillance, reconnaissance and other missions, including humanitarian assistance, maritime interdiction, embassy support and a non-combatant evacuation.

For many of the participants, the sea-based training was both a new experience and a valuable joint training opportunity.

“I’ve been involved in three different joint exercises, but this is the first one on a ship,” said Army Chief Warrant Officer Bob Kerley, an Austin, Texas, native and JTFEX 01-2’s land component response cell targeting officer. “This was good because it gives the players another aspect of the war to work with besides air and Navy forces — making it a true joint operation.”

Reservists also played a significant role during the exercise, noted Cooperstown, N.Y., native Navy Capt. Tom Rathbone, the deputy director of JTFEX’s current operations cell.

“This is almost like ‘graduate’ training for Reservists,” said Rathbone. “We had over a hundred

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That E-mail May Come Back to Haunt You

By Journalist 1st Class Joseph Gunder, Navy News Service

WASHINGTON (NNS) — More eyes may be reading your private e-mail than you intended. That's the message Navy leadership wants to get across.

In NAVADMIN 06/01, Sailors were warned about the potential hazards from indiscriminate e-mail use. Most e-mail goes out over an unclassified network (also known as a Non-classified Internet Protocol Routed Network, or NIPRNET), and is subject to prying eyes — that's the message from the office of the director of Space, Information Warfare, Command and Control (N6), Vice Adm. Richard W. Mayo.

"E-mail is not transitory and does not disappear like a verbal exchange," warned the message. "E-mail is not private and can easily be forwarded and modified beyond the control of any individual."

Specifically, Navy leaders want Sailors to consider Operational Security (OPSEC) before they hit that "send" button. A single e-mail from a Sailor on a ship sent to someone at home can be forwarded to hundreds of recipients, and that message can be reforwarded to thousands more. This increases the chances that a potential adversary could gain some inside knowledge of naval operations and tactics that they could use to their advantage.

The NAVADMIN added, that a description of an event in an e-mail may, by itself or along with other data, compromise missions, capability, data or damage assessments.

"If in doubt," the message reads, "consult the chain of command and err on the side of caution."



Seaman Ryan P. Cavender uses a computer in a ship library to check his e-mail. Navy photo by Photographer's Mate 1st Class Grant E. Goods

But possible enemies aren't the only ones interested in Navy e-mail.

According to Lt. Jane Alexander of the Navy's Office of Information, Sailors aboard USS *Cole* (DDG 67) were shocked to find out that their personal e-mail messages sent home to family and friends were forwarded to media to be used as quoted material in news stories — without the members' permission.

"What people don't realize is that once an e-mail leaves the ship, it enters the public domain," said Alexander. "And who knows where it will end up."

The other e-mail-related point that Navy leaders want to get out is that e-mail on a government interest system should conform to Navy policy. "Navy policy prohibits racist, sexist, threatening, pornographic, personal business, subversive or politically partisan communications."

Bottom line, according to the NAVADMIN, is that e-mail from Sailors reflects on the professionalism of the Navy. Members have to watch what goes into, or is attached to, e-mails to keep data out of the wrong hands and to keep up a sharp appearance.

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by his loss."

"I am deeply saddened about the death of Congressman Norm Sisisky," said Chief of Naval Operations Adm. Vern Clark. "The United States Navy and the American people have lost a great friend and national security advocate in the passing of Congressman Sisisky."

"From his service in the U.S. Navy during World War II to his great support for America's national security in the

United States Congress, Congressman Sisisky was a most courageous man who served his country tirelessly and valiantly.

"The U.S. Navy is so proud of our relationship with Norm Sisisky. His personal involvement resulted in vast improvements to Portsmouth Naval Hospital and better working conditions for Sailors and shipyard workers at Norfolk Naval Shipyard.

"Congressman Sisisky's support for

carrier air power, and overall naval power, will be greatly missed. But most of all, Sailors throughout the U.S. Navy will miss Congressman Sisisky's great humor and genuine love and concern for the men and women who wear the cloth of their nation.

"My condolences to Congressman Sisisky's wife, Mrs. Rhoda Sisisky, and their four sons on the loss of a great American patriot and friend."

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Reservists working in virtually every aspect of this exercise.”

Naval Reserve Cmdr. Art Dunn, operating out of the exercise’s joint assessment cell, agreed. “As a Reservist, you don’t get to do things like this everyday,” said Dunn, from Albany, N.Y. “This has truly been a learning experience.”

According to Norwegian Royal Navy Capt. Haakon Tronstad, a permanent member of the 2nd Fleet/Striking Fleet Atlantic staff, this type of exercise is good training for future operations, and it improves NATO interoperability.

“This exercise has been very important, because it is like a quality control check on the *Enterprise* Battle Group and *Kearsarge* Amphibious

Ready Group before sending them off on deployment,” said Tronstad. This is the only NATO headquarters to be embarked on a ship. It has all the command and control necessary to run a NATO operation. To do that, we need training and this is how we get it.”

Mullen, who was pleased with the level of participation by the allies and the performance of all units, echoed that sentiment.

“This battle group and amphibious ready group trained very hard, and I was delighted to have such robust participation from our NATO allies,” said Mullen. “I want to personally thank those nations who sent their forces such a long way to participate. It was a terrific statement of their commitment to the alliance and to our

collective efforts at global security.”

Of note, neither the *Enterprise* CVBG nor the *Kearsarge* ARG had the opportunity to conduct combined arms training at the inner range of Vieques Island as part of this exercise. That fact will hurt their overall readiness, according to Mullen.

“It was certainly a successful training evolution, and these forces will deploy as ready as we could possibly make them. But they would have benefited greatly from the use of the Vieques inner range,” noted Mullen.

The USS *Enterprise* CVBG and USS *Kearsarge* ARG will begin their six-month deployments in late April.

More information about U.S. Navy ships, aircraft and weapons can be found at <http://www.navy.mil> under “fact file.”

Tour at Great Lakes Key to Promotion to MCPO

By Chief Journalist Rhonda Burke, Naval Training Center Public Affairs

GREAT LAKES, Ill. (NNS) — If you’re looking to make master chief petty officer in the Navy, get involved with the “Sailorization” process; that’s the message from the FY01 selection boards.

While sustained superior performance in challenging leadership billets at sea remains the most important factor in advancement at enlisted selection boards, shore duty in positions affecting the recruitment and training of our Sailors can further enhance a Sailor’s record.

Sailors with Navy Enlisted Classifications (NECs) for recruit division commander, instructor and recruiter advanced at higher percentage rates than their counterparts competing for master chief petty officer on this year’s boards. Sailors holding those NECs also advanced at greater rates to E-8 and E-7. For many of those Sailors, a tour of duty at Naval Training Center, Great Lakes,



Engineman 1st Class and Recruit Division Commander (RDC) Richard O'Rawe inspects recruit Nicolas Melchor at Recruit Training Command, Great Lakes, Ill. Petty Officer O'Rawe is the Recruit Training Command Great Lakes RDC of the Year.

Photo by Photographer's Mate 1st Class Michael Worner

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“The fast lane starts here, the challenge lane starts here and the advancement lane starts here.”

— CNO-directed Master Chief Duffy Merrill, command master chief of Naval Training Center, Great Lakes

was key to promotion.

“The fast lane starts here, the challenge lane starts here and the advancement lane starts here,” said Chief of Naval Operations-directed Master Chief (CNOMC) Duffy Merrill, command master chief of Naval Training Center, Great Lakes. “Our Navy starts here at Great Lakes and it is important to have senior enlisted leadership on board.”

Instructor duty was key among those advancing to E-9. Forty one percent of candidates with the instructor NECs (9502) advanced compared to 17.7 percent Navy-wide. At the E-9 level, those who have served as recruit division commanders, or RDCs (NEC 9508) advanced at 35.2 percent and those who had been recruiters (NEC 9588) advanced at 22.4 percent.

“The Chief of Naval Personnel believes being involved in the Sailorization process is one of the most important shore duty jobs Sailors can have,” said Cmdr. Mike Simmons, Navy advancement planner on the staff of Navy Personnel Command. “The boards recognize this and the results bear it out.” Navy Personnel Command is working to get the news out on the advancements to encourage career-minded Sailors to take billets in these challenging fields.

“Many people think a tour at Great Lakes will inhibit their career. It doesn't, it is a catalyst for their career,” Merrill said. “It offers professional development and jobs that allow professional development. Senior enlisted personnel serving at Great Lakes are in jobs that mirror the fleet. They are serving as leading chief petty officers at departmental and division levels and are the key to training the future of the fleet — our Sailors.”

Master Chief Information Systems Technician(SW/AW) Catherine Phillmon was a frocked senior chief when she arrived at Recruit Training Command, Great Lakes. She was selected for master chief on her board.

“All the board had to look at was the experience I had here at RTC,” Phillmon said. “As an LCPO for a recruit ship, you are responsible for 1,100 recruits and 33 to 39 staff members. If you don't have the leadership skills to manage a large group, you will learn them.”

Phillmon believes the tour was better for her leadership skills than one as a ship's LCPO due to the number of people she is responsible for. “At sea, I would be LCPO for perhaps 50 Sailors at the most. I believe my tour here gave me the extra leadership skills to be a great master chief.”

Advancement to E-8 carried similar patterns. Candidates with the instructor NEC were advanced at 30.6 percent, RDCs at 16.2 percent and recruiters 17.7 percent. Candidates Navy-wide advanced at 11.9 percent.

At the E-7 level, RDCs advanced at 34.4 percent, recruiters at 31.1 percent and instructors at 26 percent compared to a 25.5 percent advancement for candidates fleet wide.

“The question we are asking now is do we send our best Sailors to these challenging positions or did the experience in these jobs make them better Sailors,” Simmons said. “We think it is both. We screen our best candidates for the jobs and the value of the leadership skills gained in these positions is demonstrated when they return to the fleet.”

More information about Naval Training Center, Great Lakes can be found at <http://www.ntcgl.navy.mil>.

Navy/Marine Corps News

Look for the following stories and more on next week's Navy/Marine Corps News show:

- Chief of Naval Operations Adm. Vern Clark travels the fleet, listening to Sailors;
- Search and Rescue Sailors train for their 24/7 mission;
- Marines and Sailors see clearly thanks to laser eye surgery;
- Seabees in Hawaii get their own monument, thanks to one of their own.

Compiled on tape #2001-15, the show is on its way to the fleet now.

In Naval History: April 11, 1970

Apollo 13 is launched. This was supposed to be America's third moon shot. The mission was commanded by Capt. James A. Lovell Jr. Former naval aviator Fred W. Haise Jr. was the lunar module pilot.

While 200,000 miles from Earth, there was an explosion on board, which forced Apollo 13 to circle the moon without landing.

The mission lasted five days, 22 hours, 54 minutes. Recovery was by helicopters from USS *Two Jima* (LPH 2).

Visit the Naval Historical Center web site at <http://www.history.navy.mil> for more information about naval history.



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